

# MONO COUNTY LOCAL TRANSPORTATION COMMISSION

P. O. Box 347  
Mammoth Lakes, CA 93546

(760) 924-1800 FAX 924-1801  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

**Monday, September 10, 2007, 9:00 a.m.**  
**Town / County Conference Room**  
**Mammoth Lakes, CA**

## ATTENDANCE

### **Commissioners Present**

Hap Hazard, Chair  
Kirk Stapp, Vice Chair  
Bill Reid, Supervisor  
Tom Farnetti, Supervisor  
Robert Clark, TOML Alternate  
Karen Johnston, TOML Alternate

### **Caltrans**

Brad Mettam  
Ryan Dermody

### **Staff Present**

Scott Burns, Director  
Gerry LeFrancois, Planner Mono County  
Bill Manning, Director Transportation Town of ML  
Jennifer Hansen, Secretary

### **Others**

Monicka Watterson, ESTA  
Jill Ellis, ESTA  
Ray Jarvis, Director of Public Works Town of ML  
David Wilbrecht, Mono County CAO  
John Wentworth, MLTPA

*Agenda items may not have been taken in order.*

**The meeting was called to order by Chair Hazard at 9:04 a.m. Commissioner Stapp led the pledge of allegiance.**

**1. PUBLIC COMMENT**

No public comments.

**2. APPROVAL OF MINUTES: August 13, 2007**

Commissioner Stapp motioned to approve the August minutes. Seconded by Commissioner Farnetti. Abstained by Commissioner Alternates Robert Clark and Karen Johnston. Passed 4-2. Those in favor: Hazard, Reid, Stapp and Farnetti.

**3. TRAILS**

- a. Presentation by John Wentworth, Mammoth Lakes Trails-Public Access (MLTPA)

Mr. Wentworth presented a PowerPoint presentation on the economic issues and opportunities for trails and public access in Mammoth Lakes. He reported that the Town of Mammoth and Mammoth Mountain have committed \$100,000 to this program and a developer has committed \$25,000.

Commissioner Stapp wanted to know how the LTC can work with MLTPA. Mr. Burns said there is funding available for planning but it is funneled through the Town of Mammoth. Mr. Burns also reported that through the Regional Transportation Planning (RTP) fund, funds may be available to help support this program. This LTC has taken the Regional Transportation Plan and used it as the Circulation Element for the Town and the County General Plans. Now that the Town of Mammoth has finished adopting their current General Plan, the LTC is hoping to use its Circulation Plan and make it apart of the Regional Transportation Plan. Chairman Hazard wanted to know if there is a specific funding source available that can be specifically used to help the MLTPA. Mr. Burns said specific funding can be set up but the completion of the General Plans needs to take place first.

**4. TRANSIT**

- a. Eastern Sierra Transit Authority (ESTA) update

Ms. Watterson reported that the organizational development of ESTA is still in the works with their separation from Inyo County. ESTA is in the process of closing out their finances from Inyo County and will have a TDA audit in the next few months. Union negotiations are in process. ESTA is transitioning out of the Mammoth summer transit schedule. There will be some reduced scheduling with this transition. Ms. Watterson also reported that within the next month or so their transit offices in Mammoth will be moving from Laurel Mountain Road to the Industrial Park to help mainstream efforts (this includes maintenance, vehicles, and dispatch all in one building).

Commissioner Alternate Clark stated how the ESTA transition has been remarkable. Going forward, what is the role of the ESTA Board in developing transit policy, in looking at new routes, and evaluating current routes? Commissioner Alternate Clark also stated that during the formation of the ESTA Governing Document, the County and the Town appointed the ESTA Board as their agent for the purposes of applying for transit funding. Commissioner Alternate Clark also questioned how the ESTA Board related to the LTC Board? Moving forward, he believes, both Boards should work together on transit issues. Commissioner Reid questioned Sid's role with IMAAA as the site coordinator in Walker. Is he a member of the ESTA team? Ms. Watterson reported that Sid is with ESTA contracting a couple of hours a day doing paperwork for the senior program. He is in the office from 8:00am to 4:00pm to take calls. He combines the office duties and driving routes. There are two alternate/part time drivers as needed for these routes.

- b. Mountain Express Service Reductions

- i. Consider a reduction of service for the Mountain Express Transit Route (Lee Vining/June Lake/Mammoth Lakes), including elimination of the mid-day and weekend routes;

- ii. Consider other service options in the Mammoth vicinity, including mid-day services from Tom's Place to Mammoth Lakes; and
- iii. Provide direction to staff concerning route adjustments.

There is a strong interest with the Commission to reduce this service. The service initially started in December of 2006. The collected ridership data from winter/summer shows the route was unsuccessful. What should the level of reduction be? Should alternate routes be established with this reduction? Commissioner Alternate Clark stated that these issues should be referred to the ESTA Board for review. Chairman Hazard stated that the pilot program started before ESTA was established so this particular situation should not be referred to the ESTA Board. The target was a June Lake/Lee Vining route. A good effort was made but it didn't work. Chairman Hazard moved to support the elimination of this route and creating an alternative route to Tom's Place/Crowley. Commissioner Farnetti supports the ESTA Board reviewing the needs of this route as he feels it is being given up too early given the Rodeo Grounds project moving into the June Lake area. He feels the ESTA Board will need to reevaluate this route as there will be a need for it in the future. Commissioner Reid supports the reduction of this route and to move it South; there have been three to four meetings on this issue and it is time to move forward with the decision. Chairman Hazard reiterated the elimination of all runs. He questioned what number of runs considers a route successful? Ms. Watterson reported that a successful route will sustain a minimum of 10% of the fare box fee which translates to roughly two passengers per run at approximately \$8.70. Ms. Watterson also reported that a survey was done for this area to collect preliminary numbers for the need of this service. The ridership data was taken based on a normal winter service. Ms. Watterson stated that this route should be reevaluated when it is merited as the service request could come back, but at this time, the funds should be spent where there is ridership demand.

Commissioner Alternate Clark supported to suspend the route today and refer to the ESTA Board to review for the winter season. Commissioner Stapp supported to end the route and shift to the South end of the county and evaluate this route for a couple of months. He supported having ESTA provide research on keeping the seven day-a-week, morning and afternoon routes. Commissioner Farnetti supported suspension of the route. Commissioner Alternate Johnston felt there is not enough data on this route to support whether it is successful or unsuccessful. Commissioner Reid questioned why all the routes for this service should be suspended. The LTC staff recommended suspending the mid-day and weekend routes as this is where the ridership is down. This route was meant for commuter needs and it is the mid-day and weekend routes that do not cover these needs, not all the routes. Commissioner Reid recommends ESTA perform another survey in around six months to reevaluate all needs of this route to see if all or part of the route should be brought back. He also supports gradually eliminating and shifting the route to allow the ESTA Board the chance to come into the mix. Chairman Hazard reiterated his stance to eliminate all runs and shift the mid-day run to Tom's Place and Crowley. He questioned Ms. Watterson regarding the shift to South County and whether ESTA can give the proper public education regarding the elimination and shift of the route? Ms. Watterson stated that ESTA could not provide this type of education at this time. Chairman Hazard also supported the ESTA Board reevaluating all routes and making a recommendation to the LTC for future routes.

Commissioner Farnetti motioned to cut the mid-day route and referring the matter back to ESTA on where the route would be best utilized and to modify the Tom's Place run to look further to see if there are other needs in routes that are

already running. Commissioner Reid stated that ESTA does not have the numbers at this time to support shifting the route to Tom's Place and Crowley. Chairman Hazard said that this is an established program and it will be a cost saver to shift the route to South County. Commissioner Stapp seconded the motion to cut the mid-day route and refer the matter back to ESTA for reevaluation. Motion passed 5-1. Those in favor: Reid, Stapp, Clark, Farnetti, and Johnston.

c. Yosemite Area Regional Transportation System (YARTS) update  
Mr. Burns reported that the ridership is up by 16% and the program is coming back.

## **5. ADMINISTRATION**

a. Discuss alternate commission member concept, including members at large Town of Mammoth Lakes appointed alternates – Robert Clark, Town Manager and Karen Johnston, Assistant Town Manager. The County Commissioners will utilize LTC staff as alternates as needed. If most Commissioners cannot be present, the meeting will be cancelled.

b. Adopt Resolution authorizing the Executive Director to file and execute allocations concerning the FTA Section 5311 Bus Shelter Grant

This adoption would allow the Executive Director to sign the resolution to get the bus grant administered. Commissioner Stapp motioned to adopt the resolution; Commissioner Reid seconded the motion. Passed 6-0. Those in favor: Hazard, Reid, Stapp, Clark, Farnetti, and Johnston.

## **6. CALTRANS**

a. Update on activities in Mono County

Mr. Mettam reported on the status of the budget. The budget increased at 21% of total transportation on the capital side. There was an increase in the staff budget by 3% on the capital side. \$1.26 billion of funding will be going into the General Fund (PTA money). Project allocations from the CTC will be \$674 million. This includes some bond money and STIP funding augmentation.

- Urgent agenda item – US 395 Corridor Realignment EIR. Commissioner Farnetti motioned to add this agenda item and open it for discussion. Commissioner Stapp seconded the motion. Passed 6-0. Those in favor: Hazard, Reid, Stapp, Clark, Farnetti, Johnson.

Chairman Hazard constructed the letter to the Board of Directors of the San Bernardino Associated Governments (SANBAG) regarding the continued preparation of an EIR for the realignment of US-395 in the Victor Valley. Before it was motioned to sign and send the letter, it was recommended by the Commission to change the letter from Realignment to Corridor Preservation. It was recommended by the Commission to also attach the MOU to the letter. Chairman Hazard will sign two letters. Commissioner Stapp motioned to sign the letter with the changes mentioned. Commissioner Farnetti seconded the motion. Passed 6-0. Those in favor: Hazard, Reid, Stapp, Clark, Farnetti, and Johnston.

Mr. Mettam handed out a project map that goes hand-in-hand with the quarterly reports handed out at the August meeting.

At the August meeting, it was requested by the Commission to be given an updated map on the accidents on Lemis Curve. Mr. Mettam presented a density map with a ten year compilation of data. The map that was presented showed Bishop as the densest area for accidents. Caltrans generally uses a three to five year history (not a ten year history) for tracking improvements in accident areas. Commissioner Reid questioned if property damage, injury, and fatalities are included in the data on the density maps. Mr. Mettam reported that these

factors are considered in the data and then compared to the state comparisons of similar areas. Chairman Hazard requested a map of the Highway 6 area to see the density of accidents along this route.

b. Report on Coleville Post Office Improvements

Caltrans is close to an agreement on what improvements need to be made to the entry of the Post Office. People are currently using the wider shoulder to turn into the Post Office.

c. Mono Basin Gaz Ex Status Report

Caltrans has a contractor on board. The pipelines and pads will go in the next few months – weather permitting. There was a delay in the bonding issue. It was clarified that a Gaz Ex is a gas explosion to trigger an avalanche. Commissioner Farnetti wanted to know when the project would be complete if the weather holds out. Per Mr. Mettam, the pipeline should be complete in late October or early November. The exploder tubes may not be done by winter as the snow on the ground makes access to the site difficult.

Chairman Hazard asked Mr. Mettam the status on the County Hill striping along Highway 6. Mr. Mettam said he will check into this and report back to Chairman Hazard.

**7. STATE / REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

a. 2008 RTIP Schedule

Mr. LeFrancois reported that the CTC will adopt the RTIP around September 20<sup>th</sup>. The fund estimate will be available around October 18<sup>th</sup> and the final RTIP will be available around February 19<sup>th</sup>. The CTC will then adopt the 2008 RTIP funds around May 29<sup>th</sup>. This is a new round of funding with new projects consistent with the Regional Transportation Plan (RTP). Mr. LeFrancois will give another update on this funding at the October meeting.

**8. INFORMATIONAL ITEMS**

a. Triennial Performance Audit

This is a good document to show the role of the LTC. It is required to be performed every three years. On page 14 there were some slight deficiencies on the job descriptions. These deficiencies have been corrected and the job descriptions will now be included. Commissioner Reid also brought up a deficiency on page 8 number five under the Public Utilities Code; it lists a different auditor.

b. Safe Routes to Schools

The application deadline for grant funding for both the SR2S and the SRTS programs is in November. All the information regarding this grant can be found on the Caltrans website. Information for this grant opportunity has been forwarded to the Eastern Sierra Unified School District and Mammoth Unified School District.

**9. SCHEDULE NEXT MEETING – October 15, 2007**

**10. ADJOURN**

The meeting was adjourned at 11:04 by Chair Hazard.

